



CITIZENS' INFORMATION MEETING

Elbow Road Widening Phase II

City of Chesapeake

Thursday, November 21, 2019, 5:00-7:00 p.m.

Greenbrier Middle School

City of Chesapeake, VA

Welcome!

The City of Chesapeake welcomes you to the Citizens' Information Meeting for the proposed Elbow Road Widening Phase II Project. This informational meeting is being held to provide an opportunity for any person, acting on his or her own behalf, or representing a group or a governmental agency, to give the City his or her comments and/or suggestions concerning the proposed project after reviewing the project information. Representatives from the City of Chesapeake are on hand to discuss the project and to answer your questions.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All written comments received on the project will be included in a transcript for review by City personnel, citizens and other interested parties. City staff will address questions and concerns raised as a result of this meeting.

Project Description

- The project limits along Elbow Road are from $\frac{3}{4}$ mile east of Centerville Turnpike to 1,500 feet west of the city line with Virginia Beach.
- The project improvements consist of two 12' wide lanes with paved shoulders and provide for stormwater (ditch) improvements. Additionally, right-of-way will be acquired as part of this project for a 4-lane divided roadway to be constructed in the future.
- The purpose of this Public Meeting is to receive citizen input on two alignment alternatives for the proposed improvements along Elbow Road.

Project History and Purpose

To improve safety along Elbow Road, the City has developed project plans in three phases. The recently completed Phase I project provided safety improvements that included the realignment of two curves, widened travel lanes and shoulders, and relocated outfall ditches at key locations. The Elbow Road Phase II project is a continuation of the Phase I improvements and will provide a two-lane widening of Elbow Road from the western terminus of the Phase I project (approx. $\frac{3}{4}$ mile east of Centerville Turnpike) to the eastern terminus of the Phase I project (approx. 1,500 feet west of the city line with Virginia Beach). Phase III will be completed in the future and will involve widening the roadway to a 4-lane divided facility. The City also has a separate project scheduled that will replace the existing 2-lane bridge over the Stumpy Lake spillway with a new elevated 2-lane bridge structure.

The average daily traffic (ADT) volume along the project corridor of Elbow Road is approximately 8,100 vehicles per day. The traffic projection for 2040 along the corridor is expected to grow to 14,000 vehicles per day.

Need/Benefit: This project will provide additional capacity and enhance safety along the corridor by providing lane width and shoulder improvements through the project corridor.

Right-of-Way Acquisition

Improvements will require acquisition of right-of-way along the corridor. Currently, there are 28 parcels affected by the project. Prior to the acquisition process and construction, all required right-of-way and easements will be clearly identified on the construction plans and reviewed with the affected property owners.

Representatives from the City are here to answer questions regarding easement acquisitions.

We Want To Hear From You

The public comment period will close on December 5, 2019. City of Chesapeake representatives will review and evaluate all information received as a result of the Citizen Information Meeting.

Written comments must be postmarked, emailed, or delivered to the City of Chesapeake by December 5, 2019 to the following address in order to be included in the citizen information meeting record:

Elbow Road Widening Phase II:

James W. Long, III, PE, DBIA
Project Manager
City of Chesapeake Department of Public Works
PO Box 15225
Chesapeake, VA 23328
757.382.6101
jlong@cityofchesapeake.net

Written comments that are received at the meeting or by December 5, 2019, will be made a part of the official record.

Project Budget

Estimated Project Cost (PE/RW/CN)

\$20,200,000

Anticipated Schedule

Design Start
Design Completion

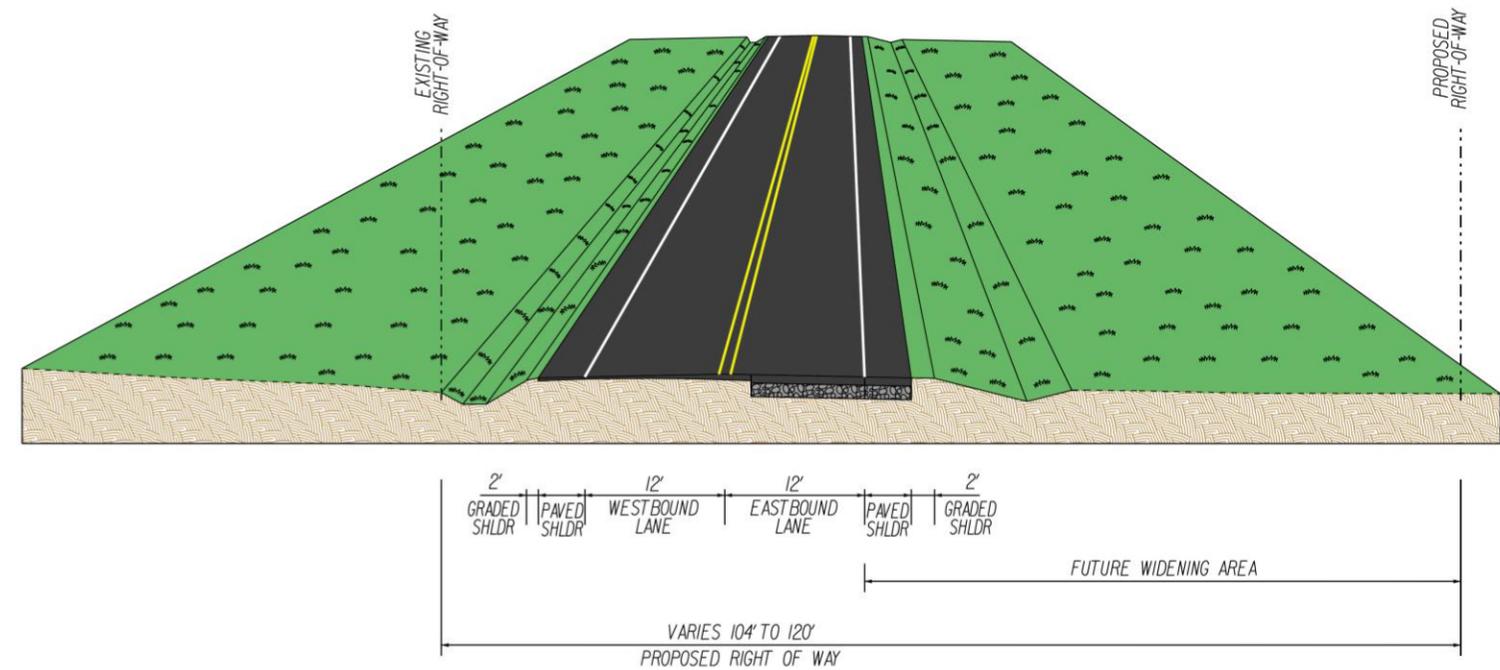
January 2019
Fall 2020

Alternative 1

Alternative 1 includes widening the existing roadway section on the existing alignment, similar to the recently constructed improvements associated with Elbow Road Phase I. The widening would occur to the south, directly adjacent to the existing eastbound travel lane. The pavement would be widened sufficiently to provide for 12' travel lanes and widened shoulders. It is likely that these improvements would require complete removal when the future four-lane section is constructed. Drivers can expect more congestion during construction as compared to Alternative 2 due to the proximity of construction directly adjacent to existing roadway.

For Alternative 1, the City of Chesapeake plans to acquire the right-of-way for the ultimate four-lane roadway section.

Construction Cost Estimate - \$7.0 mil (2019 Dollars). Alternative 1 results in lower upfront construction costs due to a smaller construction footprint. However, these improvements would likely require complete removal for the ultimate four-lane widening.

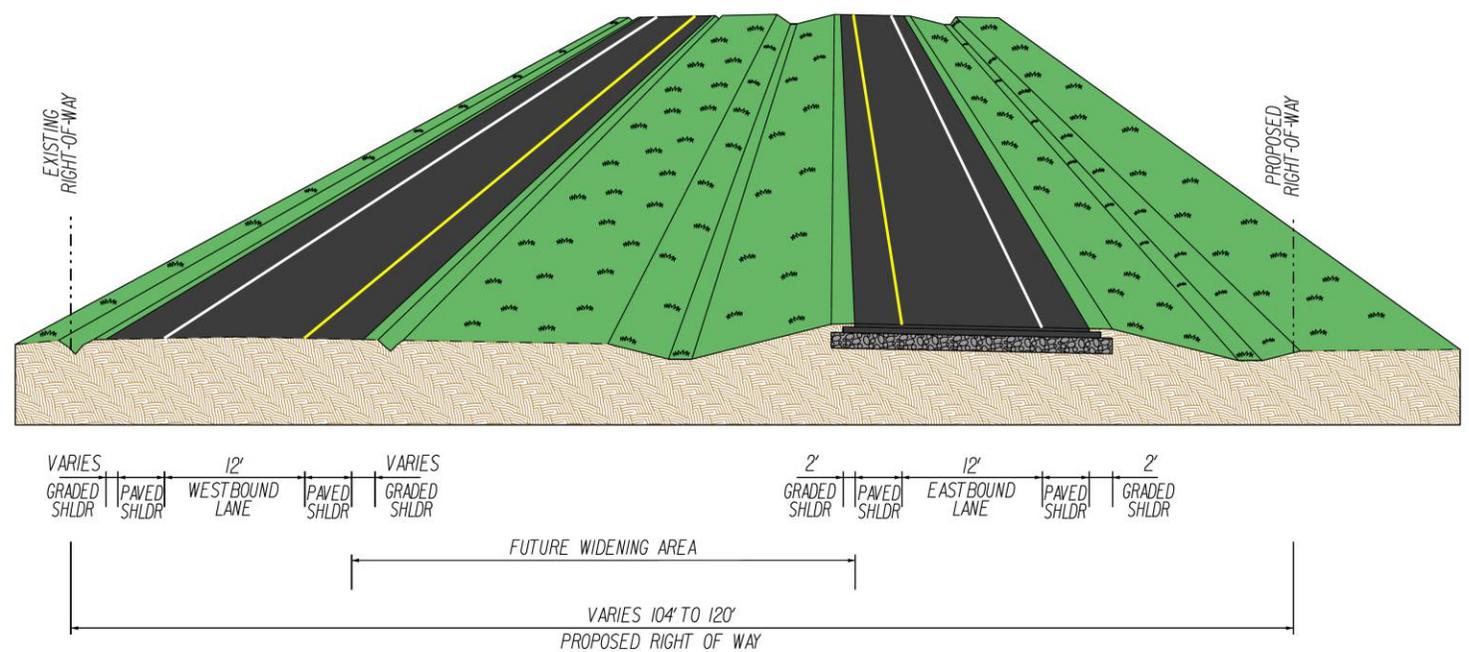


Alternative 2

Alternative 2 includes constructing a new eastbound travel lane to the south and separate from the existing roadway alignment. The new eastbound travel lane would be constructed in the footprint of the future four-lane roadway section, thereby minimizing reconstruction requirements and soil disturbance in the future. This alternative allows for widened travel lanes and shoulders in both the east and westbound directions, thereby providing safety improvements along the corridor. Alternative 2 also allows for construction of the new improvements with minimal disruptions to existing traffic.

Similar to Alternative 1, the City of Chesapeake plans to acquire the right-of-way for the ultimate four-lane roadway section.

Construction Cost Estimate - \$9.0 mil (2019 Dollars). Alternative 2 results in higher upfront construction costs due to a larger pavement section and initial project footprint. However, these improvements would require minimal modification in the future for the ultimate four-lane widening.



Alternative 1



Note: Segment 2 not shown in brochure for clarity. Please see display boards or contact the city for more information.



Alternative 2



Note: Segment 2 not shown in brochure for clarity. Please see display boards or contact the city for more information.

